

Fuel oil non-availability report

NOTE: Send this report via email to: marine-eca@epa.gov

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|--|--------------------|--------------------------------|-----------------------|-------------|--------------------|
| Name of Vessel: | ALPINE MATHILDE | Flag: | HONG KONG | IMO Number: | 9380506 |
| (if other relevant registration # enter here) :Official Number | | | | | |
| Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available): | | | | | |
| Vessel departed Cape Canaveral which was discharge port on prior voyage to proceed to Lake Charles to load a cargo for the next (present) voyage. | | | | | |
| Port of Origin: | Cape Canaveral | Date: | Sept 16, 2014 | | |
| Port of Destination: | West Africa | First US port of Arrival: | Cape Canaveral | | |
| Date vessel first received notice that it would be transiting in the N. American ECA: | | | | | 05-Sept-2014 |
| Vessel's location at the time of notice: | | Drifting south of Key West, FL | | | |
| Date/Time ship operator expects to enter N American ECA: | | | 05-Sept-2014 | | |
| Date/Time ship operator expects to exit N American ECA: | | | 29-Sept-2014 PM hours | | |
| Projected days ship's main propulsion engines will be in operation within N American ECA: | | | | | 24 |
| Sulfur content of fuel oil in use when entering and operating in the N American ECA: | | | | | 0.93% then 2.4% |
| Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available: | | | | | |
| <p>Vessel completed prior voyage in Cape Canaveral and departed with over 120 mt compliant fuel oil onboard. Vessel's next voyage was confirmed on Sept 18th for loading in Lake Charles. Vessel arrived Lake Charles with 79.0 mt compliant fuel, and we had stemmed another 140 mt LSFO & 140 mt HSFO at Lake Charles. However the delivery proved impossible. We could not take bunkers before berthing because the pilots and Citgo Terminal would not permit vessel to call the bunkering anchorage prior to berthing due to outbound vessel traffic at that location, as well as Citgo Terminal's requirement that vessel berth ASAP or lose it's place in the berthing queue. We could not bunker alongside the dock since bunkers are not available there. We could not bunker at anchor after loading due to fact vessel's draft of over 37ft exceeded the anchorage draft of 36ft. We had to cancel the bunker stem in Lake Charles and restemmed it offshore via STS operations at offshore Sabine. (we also looked at South West Pass and Galveston Lightering Area). Vessel had enough compliant bunkers to complete loading and arrive at the bunkering area. Due to a delay in the arrival of the bunker vessel, our vessel remained there longer than expected and depleted it's LSFO around 1300 hrs on Sept 28th. The vessel planned to switch back to burning compliant LSFO as soon as same was delivered, this was approximately at 0500/29th.</p> | | | | | |

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| Name of suppliers contacted: | Address: | Date of contact: |
| Chemoil Corporation | San Francisco, CA | 19Sep14 – we stemmed LSFO for Lake Charles |

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| OW Bunker | Stamford, CT | 24Sep14 – restemmed LSFO to be delivered offshore via STS after loading |
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| In case of fuel oil supplied disruption only | | |
| Name of port at which vessel was scheduled to receive compliant fuel oil: | | Lake Charles |
| Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability): Chemoil Corp. | | |
| Fuel oil was available, however it was not able to be delivered for the reasons explained in above paragraph. | | |

| If Applicable |
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| Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters): |
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| Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends: |
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| Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil: |
| Compliant fuel oil was available at Lake Charles, however for the reasons explained in above paragraph, it was not able to be delivered. |
| If compliant fuel oil is(was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States: |
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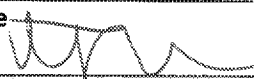
| List below U.S. ports visited in the last 12 months: | | | If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil: | | | | |
|--|--------------|---|--|----------|--------------------|----------------------|--|
| Name | Date | Did vessel use compliant fuel oil? (yes/no) | Report | Date | Port | Type of Fuel | Comments |
| Lake Charles | 20-27Sep14 | Yes | | | | | |
| Cape Canaveral | 14-16Sep14 | Yes | 1) | 5/15/13 | New York | 1.94%-2.33% Fuel Oil | We arrived from Europe with non compliant fuel oil and supplied compliant fuel oil at first port of call (New York) |
| Charleston | 29-30Aug14 | Yes | 2) | 6/20/13 | New Haven, CT | 0.95%-3.14% | Vessel ran out of compliant fuel at sea on way to New Haven, there was none available at Prior Port |
| Savannah | 28-29Aug14 | Yes | 3) | 11/21/13 | Corpus Christi, TX | 0.98%-2.9% | Vessel was in Mexico when it learned it would be calling USA. No LSFO available and vessel ran out on transit to Corpus Christi |
| Jacksonville | 23-28Aug14 | Yes | 4) | 12/27/13 | Jacksonville, FL | 0.96%-2.79% | Vessel originally began voyage with sufficient LSFO to perform voyage, but extensive delays at load port caused supply to run low and none was available at load port. |
| New York | 17-25Jun14 | Yes | 5) | 1/13/14 | Houston, TX | 2.68% | Vessel received LSFO in prior port, but testing revealed it was off-spec and couldn't be used. |
| Westville | 13-16Jun14 | Yes | 6) | 6/3/14 | Charleston, SC | 2.237% | Vessel originated in Bonny, Nigeria where no LSFO is available. |
| New York | 7-13Jun14 | Yes | 7) | 9/24/14 | Pearl Harbor | 3.360% | Vessel arrived with sufficient LSFO for voyage, but unexpected delays and port movements caused vessel to run out |
| New York | 29May-1Jun14 | Yes | | | | | |
| Texas City | 7-9Apr14 | Yes | | | | | |

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| Port Everglades | 30Mar-4Apr14 | Yes | | | | |
| Ship Master Name: | | Harinder Singh | | Ship Operator Name: | | Matthew Maciejewski |
| Legal Agent in the U.S.: | | Promar Ship Agency | | Ship Owner Name: | | ST Shipping and Transport Pte Ltd |
| Name of designated Corporate Official: | | | | | | |
| Address (Street, City, Country, Postal Code): | | | 301 Tresser Blvd Stamford, CT 06901 | | Tel. Num.: 203 328 4900 | |

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001

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|---|---------------------------------------|---------------------------|
| Signature  | Print Name <u>Matthew Maciejewski</u> | Date <u>Sept 29, 2014</u> |
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